

MOVEMENT SUMMARY

▼ Site: 1 [253rd AM Future 2027]

253rd & SR 169

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3u	U	13	5.5	0.413	11.4	LOS B	2.9	75.0	0.16	0.44	0.16	36.8
3	L2	21	5.5	0.413	9.4	LOS A	2.9	75.0	0.16	0.44	0.16	36.2
8	T1	1144	5.5	0.413	4.5	LOS A	2.9	75.4	0.15	0.43	0.15	36.5
18	R2	6	5.5	0.413	4.6	LOS A	2.9	75.4	0.15	0.42	0.15	35.6
Approach		1184	5.5	0.413	4.6	LOS A	2.9	75.4	0.15	0.43	0.15	36.5
East: 253rd												
1	L2	12	0.0	0.031	12.0	LOS B	0.1	2.5	0.54	0.77	0.54	33.9
6	T1	1	0.0	0.031	7.2	LOS A	0.1	2.5	0.54	0.77	0.54	34.1
16	R2	9	0.0	0.031	7.3	LOS A	0.1	2.5	0.54	0.77	0.54	33.2
Approach		22	0.0	0.031	9.8	LOS A	0.1	2.5	0.54	0.77	0.54	33.6
North: SR 169												
7	L2	3	7.4	0.272	9.5	LOS A	1.4	37.8	0.18	0.43	0.18	36.2
4	T1	742	7.4	0.272	4.6	LOS A	1.4	37.9	0.17	0.43	0.17	36.4
14	R2	8	7.4	0.272	4.7	LOS A	1.4	37.9	0.17	0.43	0.17	35.5
Approach		753	7.4	0.272	4.6	LOS A	1.4	37.9	0.17	0.43	0.17	36.4
West: 253rd												
5	L2	20	1.6	0.093	11.3	LOS B	0.3	7.5	0.47	0.75	0.47	34.9
2	T1	1	1.6	0.093	6.5	LOS A	0.3	7.5	0.47	0.75	0.47	35.1
12	R2	53	1.6	0.093	6.6	LOS A	0.3	7.5	0.47	0.75	0.47	34.1
Approach		74	1.6	0.093	7.8	LOS A	0.3	7.5	0.47	0.75	0.47	34.3
All Vehicles		2033	6.0	0.413	4.8	LOS A	2.9	75.4	0.18	0.44	0.18	36.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 1 [253rd AM Future 2047]

253rd & SR 169

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3u	U	45	5.5	0.563	11.5	LOS B	5.1	133.0	0.20	0.44	0.20	36.5
3	L2	24	5.5	0.563	9.4	LOS A	5.1	133.0	0.20	0.44	0.20	36.0
8	T1	1535	5.5	0.563	4.5	LOS A	5.1	133.3	0.20	0.43	0.20	36.3
18	R2	7	5.5	0.563	4.7	LOS A	5.1	133.3	0.19	0.41	0.19	35.5
Approach		1611	5.5	0.563	4.8	LOS A	5.1	133.3	0.20	0.43	0.20	36.3
East: 253rd												
1	L2	12	0.0	0.037	13.4	LOS B	0.1	3.3	0.63	0.83	0.63	33.2
6	T1	1	0.0	0.037	8.6	LOS A	0.1	3.3	0.63	0.83	0.63	33.4
16	R2	9	0.0	0.037	8.7	LOS A	0.1	3.3	0.63	0.83	0.63	32.5
Approach		22	0.0	0.037	11.3	LOS B	0.1	3.3	0.63	0.83	0.63	32.9
North: SR 169												
7	L2	3	7.4	0.359	9.8	LOS A	2.1	55.3	0.27	0.45	0.27	35.9
4	T1	954	7.4	0.359	4.8	LOS A	2.1	55.7	0.26	0.45	0.26	36.1
14	R2	9	7.4	0.359	4.9	LOS A	2.1	55.7	0.26	0.45	0.26	35.2
Approach		966	7.4	0.359	4.8	LOS A	2.1	55.7	0.26	0.45	0.26	36.1
West: 253rd												
5	L2	20	1.6	0.104	11.9	LOS B	0.3	8.8	0.54	0.81	0.54	34.6
2	T1	1	1.6	0.104	7.1	LOS A	0.3	8.8	0.54	0.81	0.54	34.8
12	R2	53	1.6	0.104	7.1	LOS A	0.3	8.8	0.54	0.81	0.54	33.8
Approach		74	1.6	0.104	8.4	LOS A	0.3	8.8	0.54	0.81	0.54	34.0
All Vehicles		2673	6.0	0.563	5.0	LOS A	5.1	133.3	0.23	0.45	0.23	36.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [253rd PM Future 2027]

253rd & SR 169

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3u	U	1	0.5	0.351	11.4	LOS B	2.2	54.9	0.15	0.44	0.15	37.0
3	L2	39	0.5	0.351	9.3	LOS A	2.2	54.9	0.15	0.44	0.15	36.4
8	T1	1009	0.5	0.351	4.4	LOS A	2.2	55.3	0.15	0.43	0.15	36.6
18	R2	5	0.5	0.351	4.6	LOS A	2.2	55.3	0.14	0.42	0.14	35.8
Approach		1054	0.5	0.351	4.6	LOS A	2.2	55.3	0.15	0.43	0.15	36.6
East: 253rd												
1	L2	13	0.0	0.028	11.6	LOS B	0.1	2.2	0.50	0.75	0.50	34.0
6	T1	1	0.0	0.028	6.8	LOS A	0.1	2.2	0.50	0.75	0.50	34.1
16	R2	7	0.0	0.028	6.8	LOS A	0.1	2.2	0.50	0.75	0.50	33.3
Approach		21	0.0	0.028	9.8	LOS A	0.1	2.2	0.50	0.75	0.50	33.7
North: SR 169												
7	L2	14	1.0	0.578	9.6	LOS A	4.7	117.6	0.28	0.44	0.28	36.1
4	T1	1655	1.0	0.578	4.7	LOS A	4.7	117.6	0.27	0.44	0.27	36.3
14	R2	29	1.0	0.578	4.8	LOS A	4.6	116.8	0.26	0.43	0.26	35.4
Approach		1698	1.0	0.578	4.7	LOS A	4.7	117.6	0.27	0.44	0.27	36.3
West: 253rd												
5	L2	14	0.0	0.099	13.5	LOS B	0.4	9.2	0.65	0.85	0.65	33.8
2	T1	1	0.0	0.099	8.8	LOS A	0.4	9.2	0.65	0.85	0.65	33.9
12	R2	42	0.0	0.099	8.8	LOS A	0.4	9.2	0.65	0.85	0.65	33.1
Approach		57	0.0	0.099	10.0	LOS A	0.4	9.2	0.65	0.85	0.65	33.3
All Vehicles		2830	0.8	0.578	4.8	LOS A	4.7	117.6	0.23	0.45	0.23	36.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 1 [253rd PM Future 2047]

253rd & SR 169

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3u	U	23	0.5	0.494	11.4	LOS B	3.9	96.7	0.19	0.45	0.19	36.8
3	L2	45	0.5	0.494	9.4	LOS A	3.9	96.7	0.19	0.45	0.19	36.2
8	T1	1405	0.5	0.494	4.5	LOS A	3.9	97.1	0.19	0.43	0.19	36.4
18	R2	5	0.5	0.494	4.6	LOS A	3.9	97.1	0.18	0.42	0.18	35.6
Approach		1478	0.5	0.494	4.7	LOS A	3.9	97.1	0.19	0.43	0.19	36.4
East: 253rd												
1	L2	13	0.0	0.031	12.7	LOS B	0.1	2.6	0.59	0.81	0.59	33.4
6	T1	1	0.0	0.031	7.9	LOS A	0.1	2.6	0.59	0.81	0.59	33.5
16	R2	6	0.0	0.031	7.9	LOS A	0.1	2.6	0.59	0.81	0.59	32.7
Approach		20	0.0	0.031	11.0	LOS B	0.1	2.6	0.59	0.81	0.59	33.2
North: SR 169												
7	L2	15	1.0	0.737	10.1	LOS B	8.2	207.4	0.48	0.48	0.48	35.5
4	T1	2075	1.0	0.737	5.1	LOS A	8.2	207.4	0.46	0.47	0.46	35.7
14	R2	31	1.0	0.737	5.2	LOS A	8.1	205.3	0.44	0.46	0.44	34.9
Approach		2121	1.0	0.737	5.2	LOS A	8.2	207.4	0.46	0.47	0.46	35.7
West: 253rd												
5	L2	15	0.0	0.141	16.0	LOS B	0.6	14.8	0.78	0.91	0.78	32.5
2	T1	1	0.0	0.141	11.2	LOS B	0.6	14.8	0.78	0.91	0.78	32.7
12	R2	42	0.0	0.141	11.3	LOS B	0.6	14.8	0.78	0.91	0.78	31.9
Approach		58	0.0	0.141	12.5	LOS B	0.6	14.8	0.78	0.91	0.78	32.1
All Vehicles		3677	0.8	0.737	5.1	LOS A	8.2	207.4	0.36	0.46	0.36	35.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 1 [260th AM Future 2027]

SR 169 & 260th

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3	L2	6	4.1	0.417	9.5	LOS A	2.6	68.0	0.18	0.43	0.18	36.3
8	T1	1176	4.1	0.417	4.5	LOS A	2.6	68.0	0.18	0.43	0.18	36.5
18	R2	21	4.1	0.417	4.7	LOS A	2.6	67.9	0.17	0.43	0.17	35.6
Approach		1203	4.1	0.417	4.6	LOS A	2.6	68.0	0.18	0.43	0.18	36.5
East: 260th												
1	L2	27	0.0	0.082	12.1	LOS B	0.3	6.8	0.55	0.83	0.55	34.0
6	T1	1	0.0	0.082	7.3	LOS A	0.3	6.8	0.55	0.83	0.55	34.2
16	R2	30	0.0	0.082	7.4	LOS A	0.3	6.8	0.55	0.83	0.55	33.3
Approach		58	0.0	0.082	9.6	LOS A	0.3	6.8	0.55	0.83	0.55	33.7
North: SR 169												
7u	U	26	6.6	0.291	11.5	LOS B	1.7	45.8	0.16	0.45	0.16	36.6
7	L2	3	6.6	0.291	9.4	LOS A	1.7	45.8	0.16	0.45	0.16	36.1
4	T1	787	6.6	0.291	4.5	LOS A	1.8	46.3	0.16	0.43	0.16	36.4
14	R2	3	6.6	0.291	4.7	LOS A	1.8	46.3	0.16	0.42	0.16	35.5
Approach		819	6.6	0.291	4.7	LOS A	1.8	46.3	0.16	0.43	0.16	36.4
West: 260th												
5	L2	5	20.0	0.018	12.3	LOS B	0.1	1.6	0.49	0.72	0.49	33.4
2	T1	1	20.0	0.018	7.4	LOS A	0.1	1.6	0.49	0.72	0.49	33.8
12	R2	5	20.0	0.018	7.5	LOS A	0.1	1.6	0.49	0.72	0.49	32.8
Approach		11	20.0	0.018	9.7	LOS A	0.1	1.6	0.49	0.72	0.49	33.1
All Vehicles		2091	5.0	0.417	4.8	LOS A	2.6	68.0	0.18	0.44	0.18	36.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 1 [260th AM Future 2047]

SR 169 & 260th

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3	L2	273	4.1	0.761	15.9	LOS B	9.9	254.5	0.90	0.97	1.16	32.5
8	T1	1316	4.1	0.761	10.2	LOS B	10.2	264.6	0.89	0.92	1.12	33.5
18	R2	24	4.1	0.761	9.9	LOS A	10.2	264.6	0.89	0.89	1.10	33.2
Approach		1613	4.1	0.761	11.1	LOS B	10.2	264.6	0.89	0.93	1.13	33.3
East: 260th												
1	L2	31	0.0	0.230	16.9	LOS B	1.1	27.1	0.84	0.94	0.84	31.9
6	T1	10	0.0	0.230	12.1	LOS B	1.1	27.1	0.84	0.94	0.84	32.0
16	R2	34	0.0	0.230	12.1	LOS B	1.1	27.1	0.84	0.94	0.84	31.2
Approach		75	0.0	0.230	14.1	LOS B	1.1	27.1	0.84	0.94	0.84	31.6
North: SR 169												
7u	U	94	6.6	0.523	13.5	LOS B	4.0	104.1	0.67	0.69	0.68	34.8
7	L2	3	6.6	0.523	11.4	LOS B	4.0	104.1	0.67	0.69	0.68	34.3
4	T1	902	6.6	0.523	6.3	LOS A	4.1	108.5	0.67	0.66	0.67	34.7
14	R2	142	6.6	0.523	6.3	LOS A	4.1	108.5	0.66	0.63	0.66	34.1
Approach		1141	6.6	0.523	6.9	LOS A	4.1	108.5	0.67	0.66	0.67	34.6
West: 260th												
5	L2	248	20.0	0.762	19.7	LOS B	5.0	145.7	0.86	1.10	1.32	29.7
2	T1	10	20.0	0.762	14.8	LOS B	5.0	145.7	0.86	1.10	1.32	30.0
12	R2	106	20.0	0.762	14.9	LOS B	5.0	145.7	0.86	1.10	1.32	29.2
Approach		364	20.0	0.762	18.2	LOS B	5.0	145.7	0.86	1.10	1.32	29.6
All Vehicles		3193	6.7	0.762	10.5	LOS B	10.2	264.6	0.81	0.85	0.98	33.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 1 [260th PM Future 2027]

SR 169 & 260th

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3	L2	2	1.0	0.360	9.3	LOS A	2.1	54.0	0.14	0.42	0.14	36.6
8	T1	1035	1.0	0.360	4.4	LOS A	2.1	54.0	0.13	0.42	0.13	36.7
18	R2	40	1.0	0.360	4.6	LOS A	2.1	54.0	0.13	0.43	0.13	35.8
Approach		1077	1.0	0.360	4.4	LOS A	2.1	54.0	0.13	0.42	0.13	36.7
East: 260th												
1	L2	22	0.0	0.051	11.6	LOS B	0.2	4.0	0.50	0.77	0.50	34.1
6	T1	1	0.0	0.051	6.8	LOS A	0.2	4.0	0.50	0.77	0.50	34.3
16	R2	16	0.0	0.051	6.8	LOS A	0.2	4.0	0.50	0.77	0.50	33.4
Approach		39	0.0	0.051	9.5	LOS A	0.2	4.0	0.50	0.77	0.50	33.8
North: SR 169												
7u	U	1	1.1	0.572	11.4	LOS B	5.3	132.8	0.20	0.42	0.20	36.9
7	L2	23	1.1	0.572	9.4	LOS A	5.3	132.8	0.20	0.42	0.20	36.4
4	T1	1675	1.1	0.572	4.5	LOS A	5.3	132.8	0.20	0.42	0.20	36.5
14	R2	12	1.1	0.572	4.6	LOS A	5.3	132.8	0.19	0.41	0.19	35.6
Approach		1711	1.1	0.572	4.5	LOS A	5.3	132.8	0.20	0.42	0.20	36.5
West: 260th												
5	L2	2	0.0	0.024	13.4	LOS B	0.1	2.1	0.63	0.78	0.63	34.1
2	T1	1	0.0	0.024	8.7	LOS A	0.1	2.1	0.63	0.78	0.63	34.2
12	R2	11	0.0	0.024	8.7	LOS A	0.1	2.1	0.63	0.78	0.63	33.4
Approach		14	0.0	0.024	9.4	LOS A	0.1	2.1	0.63	0.78	0.63	33.5
All Vehicles		2841	1.0	0.572	4.6	LOS A	5.3	132.8	0.18	0.43	0.18	36.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▼ Site: 1 [260th PM Future 2047]

SR 169 & 260th

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SR 169												
3	L2	158	1.0	0.588	10.5	LOS B	5.1	129.3	0.59	0.61	0.59	34.8
8	T1	1317	1.0	0.588	5.5	LOS A	5.3	133.4	0.58	0.58	0.58	35.2
18	R2	46	1.0	0.588	5.6	LOS A	5.3	133.4	0.57	0.55	0.57	34.5
Approach		1521	1.0	0.588	6.0	LOS A	5.3	133.4	0.58	0.58	0.58	35.1
East: 260th												
1	L2	25	0.0	0.106	13.5	LOS B	0.4	10.7	0.70	0.88	0.70	33.3
6	T1	10	0.0	0.106	8.7	LOS A	0.4	10.7	0.70	0.88	0.70	33.5
16	R2	18	0.0	0.106	8.8	LOS A	0.4	10.7	0.70	0.88	0.70	32.6
Approach		53	0.0	0.106	11.0	LOS B	0.4	10.7	0.70	0.88	0.70	33.1
North: SR 169												
7u	U	11	1.1	0.777	14.1	LOS B	10.1	254.4	0.76	0.67	0.81	35.1
7	L2	25	1.1	0.777	12.1	LOS B	10.1	254.4	0.76	0.67	0.81	34.6
4	T1	1887	1.1	0.777	6.8	LOS A	10.1	254.4	0.74	0.64	0.78	34.8
14	R2	115	1.1	0.777	6.6	LOS A	9.7	245.1	0.72	0.62	0.75	34.1
Approach		2038	1.1	0.777	6.9	LOS A	10.1	254.4	0.74	0.64	0.78	34.8
West: 260th												
5	L2	148	0.0	0.847	28.5	LOS C	6.4	158.9	0.96	1.21	1.75	27.3
2	T1	10	0.0	0.847	23.7	LOS C	6.4	158.9	0.96	1.21	1.75	27.4
12	R2	162	0.0	0.847	23.8	LOS C	6.4	158.9	0.96	1.21	1.75	26.8
Approach		320	0.0	0.847	26.0	LOS C	6.4	158.9	0.96	1.21	1.75	27.0
All Vehicles		3932	1.0	0.847	8.2	LOS A	10.1	254.4	0.70	0.67	0.78	34.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.